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-79462



# Urban Development Standards:

A detailed user survey



Ontario

Ministry of  
Housing

*Miscellaneous publication*

September 1979





# Urban Development Standards:

A detailed user survey

CA 20N

H 100

- 79 462


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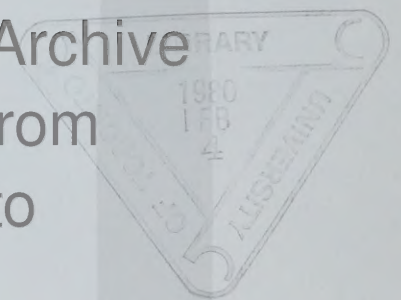
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Ministry  
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September, 1979

Dear Sir/Madam:

I am pleased to enclose a report which reviews rather thoroughly innovative development standards which are currently being used by municipalities in Ontario. *"Urban Development Standards: A Detailed User Survey"* was undertaken in 1978 in response to several requests, mainly from municipalities, for further information on actual subdivision developments employing reduced and innovative design standards similar to those proposed in *Urban Development Standards - A Demonstration of the Potential for Reducing Costs*, which the Ministry published in April 1976.

A majority of the larger municipalities have already made or are currently considering some modifications to their normal development standards. I wish to encourage them and others to continue reviewing their standards with the objective of adopting those proposed in *Urban Development Standards* which they feel are suitable for their municipality.

Yours sincerely,

A large, stylized handwritten signature in dark ink, appearing to read "Claude F. Bennett".

Claude F. Bennett  
Minister

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## I      INTRODUCTION

The Ministry of Housing published the report on Urban Development Standards in April, 1976. It illustrated how reductions and modifications to certain subdivision design standards could significantly lower housing costs.

Since the publication of the Report there have been several requests, mainly from municipalities, for further information on actual subdivision developments employing the reduced and innovative design standards proposed in the Report. This Survey was undertaken in response to these requests and to provide a general overview of current subdivision design standards in the province.

The Survey was done by questionnaire and covers the larger municipalities in the province where a significant amount of subdivision development is either going on or can be anticipated. The details of the Survey are described more fully in the next section on Survey Technique.

It is important to note that the Survey is not meant to be an exhaustive survey of development standards in the province. Its primary purpose is to help disseminate information regarding new trends in design standards among interested groups, especially municipalities which may be contemplating introducing reduced or innovative standards. Undoubtedly, some particular developments and areas where innovative standards exist have been missed in the Survey and we would appreciate receiving information on any such developments and areas. However, it is hoped that sufficient information is presented in the following summaries and tables to provide a fair representation of the "state of the art" in the province.

A final word of caution must be made regarding the information presented in the tables. These have been prepared essentially using the information as it was received, with limited follow-up work to clarify some responses which were confusing or not clear. In some instances, however, some minor adjustments were made to the information received to keep the information consistent for comparison purposes. Because of the above qualifiers, specific concerns regarding any particular



development or standards should be verified with the individual municipality involved.

## II SURVEY TECHNIQUE

In order to gather information as completely as possible via a questionnaire technique, it was decided to survey only those municipalities which had both a professional planning director and a professional municipal engineer. As well, this was further refined to include only those of the above category of municipalities which were either already experiencing or expecting to experience a significant amount of subdivision development. This is discussed in greater detail later in this section. A total of 41 municipalities qualified in these two categories, varying in population from 25,000 to 500,000.

Two questionnaires were sent to each municipality surveyed - one for site planning standards and one for engineering standards. The questionnaires in both cases were divided into three parts:

- (i) existing basic "conventional" site planning and engineering standards which are applicable to a majority of new subdivision developments,
- (ii) existing "innovative" site planning and engineering standards for several subdivision developments and,
- (iii) proposed "innovative" site planning and engineering standards.

"Innovative" standards were considered to be those which were standards similar to those proposed in the Urban Development Standards study.

The questionnaires focussed on the key standards as identified in the Urban Development Standards study. The key standards for the site planning standards survey were lot sizes, setbacks and the use of the zero lot line concept. For the engineering standards survey, the key standards were the storm drainage system, the method of making service connections to individual lots, and road allowance and pavement widths. The two questionnaires are included as Appendices I and II.

By coincidence, there were 33 replies received to both the site planning and the engineering standards questionnaires, although not necessarily from the same municipalities. This represents an 80% return rate.



Municipalities which responded to each questionnaire are as follows:

SITE PLANNING STANDARDS QUESTIONNAIRE RESPONDENTS

Barrie	Niagara Falls
Belleville	North Bay
Brampton	Oakville
Brantford	Orillia
Burlington	Oshawa
Caledon (Bolton)	Richmond Hill
Cambridge	St. Catharines
Chatham	Sarnia
Cornwall	Sault Ste. Marie
Etobicoke	Scarborough
Gloucester	Sudbury
Hamilton	Timmins
Kitchener	Vaughan
Kingston	Waterloo
London	Whitby
Markham	Windsor
Nepean	

ENGINEERING STANDARDS QUESTIONNAIRE RESPONDENTS

Barrie	Oakville
Belleville	Orillia
Brantford	Oshawa
Burlington	Peterborough
Cambridge	Richmond Hill
Chatham	St. Catharines
Gloucester	St. Thomas
Guelph	Sarnia
Kitchener	Sault Ste. Marie
Kingston	Thunder Bay
London	Timmins
Markham	Vaughan
Milton	Waterloo
Mississauga	Welland
Nepean	Whitby
Niagara Falls	Windsor
North Bay	

In order to determine the significance of the municipalities surveyed in terms of overall subdivision development in the province, an analysis was made of subdivision approvals for the years 1976 to 1978, inclusive. During this period, the 33 municipalities which responded to the site planning questionnaire accounted for 43% of all units receiving draft approval and 52% of all units receiving final approval. More specifically, the breakdown is as follows:

Type of Unit	Type of Approval	Municipalities Surveyed	Total Province	%
Single Family	Draft Approved	24,525	71,725	34
	Final Approved	27,639	64,990	42
Semi-Detached	Draft Approved	12,867	26,237	49
	Final Approved	14,077	21,587	65
Townhouse	Draft Approved	12,937	23,808	54
	Final Approved	19,536	30,848	65
Apartment	Draft Approved	11,157	15,895	53
	Final Approved	21,107	28,443	51

It is apparent from these figures that the municipalities surveyed account for a significant amount of residential development in the province.



### III ANALYSIS OF SITE PLANNING STANDARDS USER SURVEY DATA

#### (A) Existing 'Conventional' Site Planning Standards

A section dealing with "conventional" site planning standards was included in the Survey to provide a base reference for comparison with any reduced or innovative standards which a municipality might have permitted or is considering. As well, it was felt that it may be of interest to compare the various conventional standards among municipalities. Consequently, no analysis has been made of this section of the questionnaire. The results of this section of the questionnaire are contained in Tables 1 and 2.

#### (B) Existing 'Innovative' Developments

This section of the questionnaire was concerned with obtaining a list of existing subdivision developments which employ site planning standards that were reduced or different from the conventional standards of the municipality concerned. Included in this category are subdivisions which are already completed, under construction or have received final approval.

An examination of the returned questionnaires indicated that "innovative" projects could be divided into major and minor categories relative to the scale of reduction or change in standards. Major "innovative" developments include those which incorporate reduced or altered standards to the level proposed in the Urban Development Standards study. Minor "innovative" developments include those with smaller but, nevertheless, significant reductions. Table 3 lists these developments along with the key features of each subdivision and its current status as of September 1978.

Of the 33 municipalities responding to the Survey, 9 (27%) indicated that they had already permitted or had approved subdivisions employing major reductions in site planning standards. All but one of the projects listed employed the zero lot line concept.

TABLE 1  
EXISTING 'CONVENTIONAL' SITE PLANNING STANDARDS  
MINIMUM LOT DIMENSIONS AND AREAS

	Frontage (ft.)			Depth (ft.)			Area (sq. ft.)				
	Single	Semi	Link	Street-Town-House	Single	Semi	Link	Single	Semi	Link	Street-Town-House
URBAN DEVELOPMENT* STANDARDS											
- Metropolitan	30	30	28.5	18	80	80	80	2400	2400	2360	1520
- Ontario	30	26.5	26	21	100	100	100	3000	2650	2600	2100
BARRIE	40	30	23	23	110	120	110	4400	3600	2530	2530
BELLEVILLE	50	30	-	-	100	120	-	5000	3600	-	2500
BRAMPTON	50	30	25	20	100	100	100	5000	3000	2500	2000
BRANTFORD	50	30	-	-	-	-	-	5000	3000	-	-
BURLINGTON	45	32	-	30	-	-	-	5000	3200	-	3000
CALEDON	50	35	-	-	140	-	-	7000	4500	-	-
CAMBRIDGE	40	30	-	18	100	100	-	4000	3000	-	2200
CHATHAM	45	25	-	15.5	-	-	-	5000	3000	-	2500
CORNWALL	50	30	26	26	-	-	-	5000	3650	2000	2000
ETOBICOKE	40	30	-	-	125	125	-	5000	3600	-	-
GLOUCESTER	50	32.5	-	30	100	100	-	5000	3200	-	3000
HAMILTON	40	30	30	20	-	-	-	4000	3000	3000	2000
KITCHENER	45	25	-	20	112	112	-	5000	3000	-	2000

\* (Ref: Exhibit 2.9 Urban Development Standards)



	Frontage (ft.)				Depth (ft.)				Area (sq. ft.)			Street Town- House
	Single	Semi	Link	Street Town- House	Single	Semi	Link	Street Town- House	Single	Semi	Link	
KINGSTON	40	25	-	-	-	-	-	-	6000	4000	-	-
LONDON	40	30	-	20	100	100	-	100	4000	3000	-	2000
MARKHAM	60	35	-	20	110	110	-	100	6600	3850	-	2000
NEPEAN	65	35	-	20	100	100	-	100	6500	3500	-	2000
NIAGARA FALLS	40	30	-	22	-	-	-	-	4000	3250	-	2700
NORTH BAY	45 50 60	30	-	25	100	100	100	100	4500 5000 6000	3000	2500	2500
OAKVILLE	50	35	-	-	100	115	-	100	5000	4000	-	3000
ORILLIA	R1 60 R2 50	35	35	-	-	-	-	-	6000 5000	3500	3000	2000
OSHAWA	40	27.5	26	20	120	109	-	-	5000	3000	2340	1800
RICHMOND HILL	50-60	30-34	-	20	125	125	-	125	6250-7510	3750	-	2500
ST. CATHARINES	50	30	-	18	100	100	-	100	5000	3000	-	1800
SARNIA	50	30	18	18	-	-	-	-	5000	3000	-	2400
SAULT STE. MARIE	50	30	-	-	120	116	-	-	6000	3500	-	-
SCARBOROUGH	30-60	25-50	25	20	110	110	110	110	-	-	-	-
SUDBURY	50	30	-	-	100	100	-	-	5000	3000	2500	2000
TIMMINS	40-50	30	-	25	-	-	-	-	5000	4000	-	2500
VAUGHAN	50	35	-	-	-	-	-	-	6000	4200	-	-
WATERLOO	40	30	-	24	100	100	100	105	4000	3000	-	2400
WHITBY	40	30	31-32	21	100	100	100	100	5000	3000	3100-3200	2100
WINDSOR	50	30	-	23	100	100	-	100	5000	3000	-	2300

**TABLE 2**  
**EXISTING 'CONVENTIONAL' SITE PLANNING STANDARDS**  
**MINIMUM YARD DISTANCE FROM LOT LINE TO DWELLING**

	To habitable room (other than living room)	Front Yard (ft.)			To garage or carport (with sidewalk)	To garage or carport (with sidewalk)	To habitable room (other than living room)	Rear Yard (ft.)		Side Yard (ft.)			Zero side yard permitted yes,no
		To living room	To garage or carport (with sidewalk)	To habitable room (other than living room)				To living room	Lot backing onto an arterial	Internal side yards (both sides)	Flankage side yard on corner lot		
URBAN DEVELOPMENT**													
STANDARDS													
- Metropolitan & Ontario	10	15	20	14	18	25	65	4 + 2*	4 + 2*†				yes
BARRIE	25	25	25	25	25	25	25 (27 in some cases)	4	12				yes
BELLEVILLE	25	25	25	25	25	25	N/A	8&4 or 3 both sides if attached garage	25				no
BRAMPTON	20	20	23	23	25	25	50-75	4 & 6	10				no
BRANTFORD	30	30	30	30	20% of lot depth (to max. of 30)	25	30	3 (both sides combined must be 20% of lot width)	12				no
BURLINGTON	20	20	20	20		30	750	4 & 6	10				no
CALEDON	30	30	30	30		25	25	3 & 5	10				no
CAMBRIDGE	20	20	20	20		30	30	10% of lot frontage to max. of 5 each side	20				no
CHATHAM	25	25	25	25		25	25	4&4 with & 4&8 without attached garage	12.5				yes

\* For each floor or partial floor above the first.

\* For each floor of partial floor above the first, there shall be no closer than 20 feet from corner lot point to maintain corner vision for traffic.

House to be no closer than 20 ft from corner lot p  
 (Ref: Exhibit 2.10 Urban Development Standards)



	Front Yard (ft.)			Rear Yard (ft.)		Side Yard (ft.)		Zero side yard permitted, yes, no		
	To habitable room (other than living room)	To living room	To garage or carport (with sidewalk)	To garage or carport (with sidewalk)	To habitable room (other than living room)	To living room	Lot backing onto an arterial		Internal side yards (both sides)	Flankage side yard on corner lot
CORNWALL	20	20	20	20	35	35	150	10 & 5	20	no
ETOBICOKE	25	25	25	25	25	25	25	3	10	no
GLOUCESTER	15-30	15-30	10-30	10-30	25	35	25	4 + 2*	15-25	no
HAMILTON	20	20	20 (garage) 10 (carport)	20 (garage) 10 (carport)	25	25	25	4	4	permitted in some instances
KITCHENER	25	25	25	25	single/semi street town-house 50	25	25 or 40 25 or 40	4 + 2	25 or building line of By-law	no
KINGSTON	25	25	25	25	20	20	20	10 total (one side yard not to be less than 4)	25	no
LONDON	8	8	20	20	height of building	50 additional lot depth	50 additional lot depth	10 & 4 + 2*	12	yes with design approval
MARKHAM	25	25	25	25	25	25	60	4 + 2*	10-15	no
NEPEAN	20	20	20	20	35 single 30 semi	35 single 30 semi	55 single 50 semi	8 & 4 3 & 4 with attached garage or carport	15	no
NIAGARA FALLS	15	15	20	20	25	25	90	4 + 2 8 one side if no attached garage	15	yes
NORTH BAY	20	20	20	20	35	35	35	4 + 2* 10 one side if no attached garage	10	no

\* For each floor or partial floor above first.

	Front Yard (ft.)			Rear Yard (ft.)			Side Yard (ft.)			Zero side yard permitted, yes, no
	To habitable room (other than living room)	To living room	To garage or carport (with sidewalk)	To garage or carport (with sidewalk)	To habitable room (other than living room)	To living room	Lot backing onto an arterial	Internal side yards (both sides)	Flankage side yard on corner lot	
OAKVILLE	25	25	18	18	25	25	65	4 & 8 (4 & 4 with attached garage - min. 10 between buildings)	12	no
ORILLIA	R1 25 R2 20	25 20	25 20	25	25	25	25	R1 - 6 + 2* R2 - 6 + 4*	15 (no garage closer than 10)	no
OSHAWA	20	20	20	20	25	25	65 (50 with noise abatement)	4 + 2*	10	yes
RICHMOND HILL	25	25	25	25	25	25	-	4 + 2*	10	no
ST. CATHARINES	20	20	20	20	25	25	25	4 + 2*	15	no
SARNIA	20	20	20	20	25	25	25	8 & 4 single 8 & 8 semi	20	no
SAULT STE. MARIE	25	25	25	25	35	35	35	10 & 4 + 2*	19-1 storey 21-2 storey	no
SCARBOROUGH	20	20	20	20	25	-	125-86 R.O.W. 150-78 R.O.W.	3 + 2* 1 with garage	10-12	yes
SUDEBURY	20	20	15	15	25-single 35-townhouse	25	35	4 + 2*	15	no
TIMMINS	25	25	25	25	25	25	25	10 & 4 + 2*	12	no
VAUGHAN	25	25	25	25	25	25	25	5 with garage	25	no
WATERLOO	20-35	20-35	20-35	20-35	20-35	20-35	150	3 - 5 + 2*	20	yes with controls
WHITEY	15	15	20	20	35	35	65	4 + 2*	15	yes
WINDSOR	20	20	20	20	35	35	150+	5&8-5 each side with attached garage	5&8-5 each side with garage	yes in specific projects

\* For each floor or partial floor above the first.

TABLE 3

SITE PLANNING STANDARDS -EXISTING 'INNOVATIVE' DEVELOPMENTS

(A) MAJOR REDUCTIONS

<u>Brampton</u>	- Village of Central Park single family detached - 30' x 80' - reduced setbacks - zero lot line Status - 2000 units completed or under construction.
<u>Cambridge</u>	- Freure Homes Ltd. single family detached - 35' frontage - 10 u.p.a. - reduced setbacks - zero lot line Status - 28 units completed - 53 units final approved.
<u>Chatham</u>	- Merritville Acres Churchill Park Phase I single family detached - 35' frontage x 2400 sq.ft. - reduced setbacks by site plan review - zero lot line Status - 125 units completed or under construction.
<u>Etobicoke</u>	- Etobicoke North single family detached - 35' x 85' semi detached - 23' x 85' link unit - 21' x 80' street townhouse - 21' x 85' - reduced setbacks - zero lot line Status - 280 units completed or under construction.
<u>Hamilton</u>	- Mohawk Gardens single family detached - 25' x 100' semi detached - 25' x 100' - reduced setbacks - zero lot line Status - 92 units completed or under construction.
<u>London</u>	- Ronleigh, O.H.C., Westmount VI, Ronto, Captain Development, Jocklin single family detached - 30' x 100' semi detached - 30' x 100' street townhouse - 20' - 22' x 100' - reduced setbacks - zero lot line Status - 257 units completed or under construction.



- Niagara Falls      - Heritage  
                 single family detached - 40' x 80'  
                 semi detached - 28' x 90'  
                 street townhouse - 20' frontage x 2000 sq.ft.  
                 - reduced setbacks  
                 Status - 329 units completed or under construction.
- Whitby            - Bradley Farm South  
                 single family detached - 30' x 100'  
                 - reduced setbacks  
                 - zero lot line  
                 Status - 99 units completed or under construction.
- Windsor          - Villages of Riverside  
                 single family detached - 35' x 65'  
                 Status - 900 units completed or under construction.

(B) **MINOR REDUCTIONS**

- Brantford       - single family detached - 40' frontage x 4000 sq.ft.  
                 semi detached - 30' frontage x 300 sq.ft.  
                 street townhouse - 20' x 100'  
                 - reduced front and rear  
                 yard setbacks  
                 Status - Under construction.
- Gloucester      - By-law #109, 1974  
                 single family detached - 45' x 100'  
                 semi detached - 32.5' x 100'  
                 street townhouse - 30' x 100'  
                 Status - Final approved.
- Kingston        - Mowat Woods  
                 single family detached - 45' frontage x 4500 sq.ft.  
                 semi detached - 22.5' frontage x 3000 sq.ft.  
                 - reduced front yard setbacks  
                 Status - Completed.
- Niagara Falls      - Charnwood  
                 single family detached - 40' x 100'  
                 semi detached - 30' x 100'  
                 - reduced side yard  
                 - zero lot line  
                 Status - Final approved.
- Oakville        - Anpam  
                 single family detached - 42.4' x 100'  
                 - reduced setbacks  
                 Status - Final approved.

Windsor

- Forest Glade  
single family detached - 40' x 120'  
- reduced setbacks  
Status - Under construction.

Nepean

- Greenhaven, Knollsbrook, Bridlewood, Tartan, Gulf  
single family detached - 55' x 100'  
semi detached - 32.5' x 100'  
street townhouse - 25' x 100'  
Status - Completed or under construction.

In addition, 7 municipalities (21%) indicated that they had permitted or approved subdivisions with minor reductions in lot sizes and setbacks. These included 2 municipalities which also had permitted subdivisions with major reductions.

In all, 15 of the 33 municipalities responding to the questionnaire (45%) indicated that they had or were permitting reduced standards of a major and/or minor nature.

(C) **Proposed 'Innovative' Site Planning Standards**

This portion of the questionnaire was concerned with determining the trends among municipalities towards reduced standards. The responses received were oriented more to general changes to existing standards and by-laws rather than to specific proposed subdivisions.

The responses to this section of the questionnaire are contained in Table 4 and include the key site planning features being considered, as well as the status of the proposals. In most cases, "status" refers to the source of the initiative for proposing the use of reduced standards. As in the previous section, the responses could be divided into major and minor changes.

In all, 7 municipalities (21%) indicated that they were considering major changes to lot size and setback requirements. All but one of these involves the use of the zero lot line concept. Three of these municipalities have already permitted reduced standards subdivisions.

Seven municipalities indicated that they were considering minor changes to site planning standards. These include 2 which are also considering major changes to these standards.

In all, 12 (36%) of the municipalities responding to the survey indicated that they were considering major and/or minor reductions to their current site planning standards. There is, however, no indication, except in 2 cases, whether these changes are in respect to specific developments or general changes.



**TABLE 4**  
**PROPOSED 'INNOVATIVE' SITE PLANNING STANDARDS**

(A) **MAJOR REDUCTIONS**

<u>Brantford</u>	- single detached - 30' frontage; 3000 sq.ft. semi detached - 30' frontage; 1000 sq.ft. street townhouse - 20' frontage; 1000 sq.ft. - reduced setbacks Status - Staff proposals.
<u>Burlington</u>	- single detached - 30' x 100' Status - Applications by developers.
<u>Hamilton</u>	- single detached - 30' x 100' semi detached - 30' x 100' link unit - 30' x 100' street townhouse - 20' x 100' - zero lot line Status - Devised in response to large number of zero lot line proposals by developers.
<u>Kitchener</u>	- single detached - 30' x 100' semi detached - 30' x 100' - zero lot line Status - Response to private sector initiative.
<u>London</u>	- single detached - 30' x 85' semi detached - 28' x 85' link unit - 30' x 85' street townhouse - 20' x 100' - reduced setbacks - zero lot line Status - Tabled by Committee of Council pending U.D.I. and H.U.D.A.C. response.
<u>Oshawa</u>	- single detached - 30' frontage; 2400 sq.ft. semi detached - 26' frontage; 2080 sq.ft. street townhouse - 18' frontage; 1440 sq.ft. - reduced setbacks - zero lot line Status - Revisions have been going on for several years as a result of increase in land prices, senior government legislation and Official Plan regulations.

Waterloo

- single detached - 30' x 100'
- semi detached - 25' x 100'
- link unit - 30' x 100'
- street townhouse - 20' x 100'
- reduced setbacks
- zero lot line

Status - Proposed but have no status to date.

(B) MINOR REDUCTIONS

Belleville - single detached - 40' x 100'  
- reduced setbacks  
Status - Proposed by developer.

Chatham

- single detached - 40' x 100'
- semi detached - 30' x 100'
- street townhouse - 120 ft. depth; 2500 sq.ft.
- reduced setbacks

Status - Proposed standards to be in new zoning by-law.

Cornwall

- single detached - 40' x 100'
- semi detached - 25' x 100'
- link unit - 30' x 100'
- street townhouse - 26' frontage'; 2000 sq.ft.
- reduced setbacks

Status - To be presented to Planning Board  
and Council (1978).

Markham (Cedarland Properties)

- single detached - 40' x 100'
- semi detached - 25' x 100'
- street townhouse - 20' x 100'
- reduced setbacks

Status - Draft approved.

Niagara Falls (Miesels)

- single detached - 40' x 100'
- semi detached - 25' x 100'
- reduced setbacks

Status - Council approved.

Sault Ste. Marie - single detached - 40' x 115'  
semi detached - 30' x 115'  
link townhouse - 32' x 115'  
street townhouse - 32' x 115'  
- reduced setbacks  
Status - Standards accepted by Council and will  
apply in new proposed subdivisions.

Vaughan

- single detached - 40' frontage; 4000 sq.ft.
- semi detached - 30' frontage; 3000 sq.ft.
- link unit - 25' frontage; 2500 sq.ft.
- street townhouse - 20' frontage; 2000 sq.ft.
- reduced setbacks
- zero lot line

Status - To be incorporated into new composite zoning by-law.

Windsor

- single detached - 40' x 100'
- reduced setbacks

Status - To be used in infilling situations only.



(D) **Summary**

Based on the returned questionnaires, it would appear that there has been a significant trend towards adopting reduced site planning standards in new subdivision developments across the province. If municipalities which have either permitted or are considering major reductions in site planning standards are lumped together then 15 municipalities or 45% have taken positive steps towards changing their site planning standards. If municipalities which have also either permitted or are considering minor standards changes are included, 23 municipalities or 70% of those surveyed have made some attempt at reducing site planning standards.

There is no doubt that the awareness of reduced site planning standards as proposed in the Urban Development Standards study is high among municipalities. Although no accurate count of the number of housing units involved was made as part of the Survey, a rough estimate was made to get some idea of the extent to which this type of housing has been accepted in the province. Approximately 4,100 units have been built or are under construction in the province.

#### IV ANALYSIS OF ENGINEERING STANDARDS USER SURVEY DATA

##### (A) Existing 'Conventional' Engineering Standards

This portion of the Survey was concerned with determining the existing engineering standards that are being applied in each municipality to the majority of new subdivisions. In some cases, a variation in standards is shown, as different requirements may be applied within the same municipality. This also includes "innovative" standards as proposed in the Urban Development Standards study because, unlike "innovative" site planning standards which can be tried out on individual projects, engineering services are highly integrated and therefore changes tend to be "across the board" rather than isolated to a single development.

This section, for evaluation purposes, is divided into 3 categories which describe the major engineering cost saving areas identified in the Urban Development Standards study. These are: Storm Drainage Standards, Service Connections, and Road Allowance Widths.

##### (i) Storm Drainage Standards

The Urban Development Standards study proposed a storm drainage system which eliminates a gravity storm drain connection from the house to the storm sewer by discharging roof drains to the ground and by having weeping tile flows directed to a sump and pumped to the ground.

The basic feature of the system is the elimination of the gravity storm sewer connection. In evaluating the systems used in the various municipalities, the key "innovative" feature looked for was the elimination of the gravity storm connection and the method by which this was achieved. This meant determining the method of roof drain and weeping tile discharge.

The Survey results indicate that there is a wide variation in the methods of individual site storm drainage among municipalities. No one system appears to dominate. The results of this part of the questionnaire are contained in Table 5.

Of the 33 municipalities responding to the

engineering standards questionnaire, 17 (52%) indicated that they discharged roof drains to the ground, 9 (27%) discharged to the storm sewer, and the remaining 7 (21%) indicated that they used both systems.

For weeping tile drainage, there is a wide variation of techniques used among municipalities. Of the various systems used, 4 (12%) municipalities indicated they drained weeping tiles by a sump pump system discharging to the ground, 4 (12%) used a sump pump system connected directly to the storm sewer, 10 (30%) indicated they used a gravity connection to the storm sewer, 8 (24%) connected to the sanitary sewer and the remaining 7 (21%) used a variety of these systems.

It appears from the results of the Survey that current practice in the province is split fairly evenly between those municipalities which use a gravity storm sewer connection for individual unit drainage and those which utilize a variety of systems to eliminate the gravity connection.

#### (ii) Service Connections

This part of the Survey was concerned with the method of connecting water and sanitary services to individual lots. The Urban Development Standards study proposed that these services be "dualled", i.e., one lateral serving two units and, furthermore, that these laterals be placed in a common trench. The results of this part of the questionnaire are contained in Table 6. It should be noted that Table 6 also includes a column on common trenching for storm and sanitary laterals as this is often practiced in municipalities where there is a storm sewer connection.

Of the 33 municipalities responding to the Survey, 5 dualled both water and sanitary services, 3 indicated that they dualled only the sanitary service, 2 dualled both only for semi's and one dualled sanitary services only for semi's. The remaining 22 (67%) did not permit any sort of dualing.

The use of a common trench for the various service laterals is much more widely practiced. Nineteen municipalities indicated that they placed water and sanitary laterals in a common trench. Where municipalities allow a storm connection, 17 indicated that they placed sanitary and



storm laterals in a common trench. Eleven municipalities permitted both systems. One municipality placed water, sanitary and storm laterals in a common trench and one municipality had the storm and water lateral in a common trench.

Overall, it appears that the practice of "dualing" is not widely accepted with 67% of the municipalities responding to the Survey indicating that they do not allow any form of twin connections. On the other hand, the use of a common trench for various service laterals is widely practiced with only 8 (24%) municipalities indicating that they did not use a common trench at all.

(iii) Road Allowance Widths

This part of the questionnaire was concerned with municipal standards for local and collector streets in new subdivisions. Of greatest interest was any reduction from the standard 66 foot road allowance width for local roads. The Urban Development Standards study proposed a broad classification of road widths according to the actual function of the road. The results of the Survey are contained in Table 7.

A total of 11 (33%) municipalities indicated that they permit road allowance widths less than 66 feet for local roads. In some cases, these were only reductions for short cul-de-sacs, although 6 indicated reductions for all local roads within certain classifications. However, the 66 foot road allowance width remains by far the standard for the majority of municipalities.

For collector roads, the responses to the questionnaire varied so greatly that no generalizations can be made. The responses as received, however, are included in Table 7 for information purposes.

(B) Existing 'Innovative' Developments

This section of the questionnaire was concerned with obtaining a list of existing subdivision developments which employ engineering standards that were reduced or different from the conventional standards of the municipality concerned. Included in this category are subdivisions which are already completed, under

construction or have received final approval.

Since the category of Existing "Conventional" Engineering Standards also included "innovative" standards, particularly with respect to the storm design, "dualing" and common trench servicing practices, it was not deemed necessary to analyze this part of the questionnaire. However, the responses to the Existing "Innovative" Engineering Standards section of the questionnaire have been included in Table 8 for information purposes.

(C) **Proposed 'Innovative' Engineering Standards**

The results of this part of the Survey are summarized in Table 9. The Table is arranged under the three key engineering cost saving areas, i.e., Storm Drainage Standards, Service Connections and Road Allowance Widths. The information given in Table 9 is generalized from individual responses and therefore caution must be used in interpreting the data. The Table also indicates the "status" of the proposals.

(i) **Storm Drainage Standards**

The "innovation" that was looked for was the elimination of the gravity storm sewer connection. Five municipalities now utilizing a gravity storm sewer connection indicated that they were proposing the elimination of the storm connection. This would either be done through the use of a sump pump system, the use of a "third" pipe to drain foundation drains, or by connection to the sanitary sewer.

If municipalities which are currently using the "innovative" storm design system are combined with those that are proposing to use it, it would appear that the majority of responding municipalities will be using a system similar to that proposed in the Urban Development Standards study.

(ii) **Service Connections**

Only 3 municipalities indicated that they were considering "dualing" water and/or sanitary connections to individual lots. Overall, it does not appear that there

is a significant movement toward adopting this concept among the surveyed municipalities.

(iii) Road Allowance Widths

The greatest amount of proposed changes are in this area. A total of 11 (33%) municipalities are proposing standard reductions to road allowance widths for local and collector roads. These include several municipalities which have already allowed reduced road allowances in specific subdivisions.

It would appear that there is a significant movement in this area towards using reduced road allowance widths below 66 feet for local roads. However, as in the case of site planning standards, many of these reductions would be for specific subdivisions only and the full effect of such changes is therefore not known.

(D) Summary

It is difficult to summarize the results of the engineering standards part of the Survey since many municipalities use various design criteria within their boundaries. Also, as in the case of the site planning standards, reductions in certain standards, most specifically road allowances, are only done in isolated cases and the full effect of such a reduction is not known.

It does appear, however, that as is the case for site planning standards, most municipal engineering departments are highly aware of the concept of reduced and modified engineering standards as proposed in the Urban Development Standards study. Also, in the key area of storm drainage standards, a majority of the responding municipalities are currently using or are considering systems along similar lines to that proposed in the study.

The situation is not as clear for road allowance standards. Although approximately 57% of municipalities indicated that they have previously permitted or are considering reductions in road allowance widths to some extent, generally there remains a considerable resistance to many to any change below 66 feet.



In the area of service connections, a large majority of municipalities are opposed to the use of the dualing concept. However, the use of a common trench for various service laterals is widely used.

TABLE 5  
EXISTING CONVENTIONAL ENGINEERING STANDARDS  
STORM DRAINAGE STANDARDS

Roof Drain Discharge	Foundation Drain Discharge	Design Storm		Initial Entry Time	Run-off Coefficient		
		Minor	Major		Detached	Semi	Link or Street Townhouse
URBAN DEVELOPMENT STANDARDS*	Pumped to ground.	2 yr.	25 yrs.	Calculated to reflect actual design situation	0.60	0.60	0.65
BARRIE	To ground.	5 yr.	-	15 min.	0.40	0.60	0.60
BELLEVILLE	To ground.	5 yr.	-	15 min.	0.30-0.40	0.30-0.40	0.40
BRANTFORD	To ground.	5 yr.	-	15 min.	0.40	0.40	-
BURLINGTON	To ground.	5 yr.	50 yrs.	Calculated	0.40-0.45	0.40-0.45	0.60-0.70
CAMBRIDGE	To ground.	10 yr.	-	5 min.	0.25	0.25	0.35
CHATHAM	To storm sewer.	5 yr.	5-25 yrs.	20 min.	(impervious surfaces) (grass, etc.)	0.9 0.2	0.9 0.1
GLOUCESTER	To ground or storm sewer.	5 yr.	-	20 min.	0.30	0.30	0.50
GUELPH	To ground or storm sewer.	5 yr.	-	15 min.	0.45	0.60	0.70
KITCHENER	To ground or storm sewer.	5 yr.	-	15 min.	0.40	0.50	0.70
KINGSTON	To ground or storm sewer.	2 yr.	-	15 min.	0.45	0.50	0.55
LONDON	To ground or storm sewer.	2 yr.	-	8-19 min.	0.50-0.55	0.55	-

\* (Ref: Exhibit 2.1 Urban Development Standards)

Roof Drain Discharge	Foundation Drain Discharge	Design Storm		Initial Entry Time	Run-off Coefficient		
		Minor	Major		Detached	Semi	Link or Street Townhouse
MARKHAM	To storm sewer.	2 yr.	25 yr.	5 min.	0.50	0.50	0.50-0.60
MILTON	To storm sewer.	2 yr.	-	7 min.	0.45	0.45	0.60
MISSISSAUGA	To storm sewer.	10 yr.	Regional storm.	15 min.	0.40	0.40	0.45
NEPEAN	To ground.	5 yr.	-	15-20 min.	0.25-0.40	0.25-0.40	0.25-0.40
NIAGARA FALLS	To ground & rear yard catchbasin or swales.	5 yr.	-	5-10 min.	0.40	0.40	0.50
NORTH BAY	To storm sewer or open ditch.	2 yr.	-	20 min.	0.35	0.40	0.45-0.50
OAKVILLE	To storm sewer.	10 yr.	-	15 min.	0.40	0.45	0.60
ORILLIA	To ground.	2 yr.	25 yr.	10 min.	0.45	0.45	0.45
OSHAWA	To ground.	1 yr.	yes	10 min.	0.45	0.45	0.65
PETERBOROUGH	To ground.	5 yr.	-	20 min.	0.34-0.50	0.34-0.50	0.34-0.50
RICHMOND HILL	1. To storm sewer. 2. To ground if no storm sewer.	5 yr.	50 yr.	15 min.	0.50	0.50	0.65
ST. CATHARINES	To storm sewer.	5 yr.	25 yr.	10 min.	0.40	0.45	0.50
ST. THOMAS	To ground.	2 yr.	-	5 min.	0.50	0.55	0.60
SARNIA	To ground.	1-2 yr.	-	5-15 min.	0.45	0.45	0.60
SAULT ST. MARIE	To ground.	10 yr.	-	10 min.	0.30	0.35	0.50
THUNDER BAY	To ground.	2-5 yr.	25 yr.	20 min.	0.30	0.30-0.40	0.40-0.50

	Roof Drain Discharge	Foundation Drain Discharge	Design Storm		Initial Entry Time	Run-off Coefficient		
			Minor	Major		Detached	Semi	Link or Street Townhouse
TIMMINS	To ground.	Gravity connection to storm sewer if available.	5 yr.	-	10 min.	0.50	0.50	-
VAUGHAN	To storm sewer.	Gravity connection to storm sewer.	5 yr.	-	7 min. or calculated	0.40-0.70	0.70	0.75
WATERLOO	To ground.	Pumped to surface.	5 yr.	5-25 yr.	10 min.	0.40-0.45	0.45-0.50	0.50-0.60
WELLAND	To ground.	To sanitary sewer.	2 yr.	-	10 min.	0.40	0.50	0.60
WHITBY	To storm sewer.	Gravity connection to storm sewer.	10 yr.	100 yr.	10 min.	0.45	0.55	0.65
WINDSOR	To storm sewer.	To sanitary sewer.	5 yr.	-	20 min.	0.40	0.40	0.60



TABLE 6

## EXISTING 'CONVENTIONAL' ENGINEERING STANDARDS

## SERVICE CONNECTIONS

	Dualing		Common Trench		Other
	Water	Sanitary	Water & Sanitary	Sanitary & Storm	
URBAN DEVELOPMENT STANDARDS**	yes	yes	yes	N/A*	
BARRIE	no	no	no	N/A	
BELLEVILLE	no	no	yes	yes	
BRANTFORD	no	no	yes	yes	
BURLINGTON	no	no	no	yes	
CAMBRIDGE	yes	yes	yes	N/A	
CHATHAM	yes	yes	yes	yes	
GLOUCESTER	no	no	yes	yes	
GUELPH	no	yes (semi-detached only)	yes	yes	
KITCHENER	no	no	yes	yes	
KINGSTON	yes	yes	yes (where possible)	yes (where possible)	
LONDON	no	no	no	N/A	
MARKHAM	no	no	no	yes	
MILTON	no	no	no	yes	
MISSISSAUGA	no	yes	no	yes	
NEPEAN	no	no	-	-	water, sanitary & storm in common trench.
NIAGARA FALLS	no	no	no	N/A	
NORTH BAY	no	no	yes	yes	

\*N/A - Not applicable.

\*\*(Ref: Exhibit 2.3 Urban Development Standards)

	Dualing		Common Trench		Other
	Water	Sanitary	Water & Sanitary	Sanitary & Storm	
OAKVILLE	no	no	no	no	storm & water in common trench.
ORILLIA	no	no	yes	N/A*	
OSHAWA	no	no	yes	N/A	
PETERBOROUGH	no	no	no	N/A	
RICHMOND HILL	no	no	no	yes	
ST. CATHARINES	no	no	yes	no	
ST. THOMAS	no	no	yes	N/A	
SARNIA	no	no	yes	yes	
SAULT STE. MARIE	no	yes	yes	no	
THUNDER BAY	yes	yes	yes	yes	
TIMMINS	yes (semi detached only)	yes (semi detached only)	yes (semi detached only)	yes	
VAUGHAN	yes (semi detached only)	yes (semi detached only)	yes	yes	
WATERLOO	no	no	yes	N/A	
WELLAND	no	no	no	N/A	
WHITBY	no	no	no	no	
WINDSOR	no	yes	no	no	

\*N/A - Not applicable.

**TABLE 7**  
**EXISTING 'CONVENTIONAL' ENGINEERING STANDARDS**  
**ROAD ALLOWANCE WIDTHS**

	No. of Units	Local Roads		Pavement Widths	No. of Units	Collector Roads		Pavement Widths
		R.O.W.				R.O.W.		
URBAN DEVELOPMENT STANDARDS ***	0-100 (Crescent, p-loop, Cul-de-sac)	50'		26'*	150-350 (Minor)	66'		28'
	0-150 (Local)	56'		28'	350-450 (Neighbourhood)	70'		32'
					450+ (Collector)	80'		42'
BARRIE	-	66'		28'	-	66'		32'
BELLEVILLE	-	66'		29'	-	66'		29'
BRANTFORD	0-100	60'		28'	100+	66'		30'
BURLINGTON	N/A**	66'		28'	-	66'-86'		32'-46'
CAMBRIDGE	-	66'		28'	-	66'		28'
CHATHAM	0-200	66'		28'	-	83'		33'
GLOUCESTER	N/A	60'		28'	-	66'		28'
GUELPH	-	66'		28'	-	86'		32'
KITCHENER	0-60 60+	50' 66'		27' 30'	-	66'		34'
KINGSTON	-	66'		28'	-	86'		32'
LONDON	Cul-de-sacs 0-60 (other than cul-de-sacs) 60+	60' 62' 66'		22' 24' 28'	-	70'		32'
MARKHAM	-	59'		28'	-	76'		42'
MILTON	-	66'		28'	-	86'		38'
MISSISSAUGA	-	66'		28'	-	86'		26'
NEPEAN	-	60'-66'		28'	-	80'-86'		36'

\* 24' for cul-de-sacs less than 350' long and with less than 40 units.

\*\*N/A - Not applicable.

\*\*\* (Ref: Exhibit 2.5 Urban Development Standards)

	Local Roads		Collector Roads		
	No. of Units	R.O.W.	No. of Units	R.O.W.	
		Pavement Widths		Pavement Widths	
NIAGARA FALLS	-	66'	-	66'-76'	36'
NORTH BAY	-	66'	-	66'	44'
OAKVILLE	0-25	56'	100+	66'-86'	30'
	25-100	60'	-	-	-
ORILLIA	-	66'	-	66'	32'
OSHAWA	-	66'	-	66'-86'	32'
PETERBOROUGH	-	66'	-	86'	32'
RICHMOND HILL	0-150	66'	150-350	86'	32'
ST. CATHARINES	-	66'	-	86'	46'-48'
ST. THOMAS	-	66'	-	76'	-
SARNIA	-	66'	-	66'	36'
SAULT STE. MARIE	0-150	60' or 66'	150-350	66'	36'
THUNDER BAY	-	66'	-	80'-100'	40'-50'
TIMMINS	-	66'	-	66'	30'
VAUGHAN	-	66'	-	86'	36'
WATERLOO	-	60'	-	66'	36'
WELLAND	-	66'	-	66'	32'
WHITBY	-	66'	-	66'-86'	28'-32'
WINDSOR	0-80	50'	-	66'	28'
	80+	66'	150-350	66'	28'



**TABLE 8**

**ENGINEERING STANDARDS - EXISTING 'INNOVATIVE' DEVELOPMENTS**

**(A) STORM DESIGN SYSTEM**

KINGSTON

Mowat Woods

- roof drains to ground
- foundation drains pumped to ground

Status - Under construction.

**(B) SERVICE CONNECTIONS**

WINDSOR

Villages of Riverside

- water dualled
- sanitary dualled
- sanitary and storm in common trench

Status - Completed and under construction.

**(C) ROAD ALLOWANCES**

KINGSTON

Mowat Woods

- Local Roads - 50' R.O.W.  
26' pavement

Status - Completed.

Wycliffe

- Local Roads - 60' R.O.W.  
- 26' pavement

Status - Under construction.

MILTON

Brian Crescent

- Local Roads - 50' R.O.W.  
- 28' pavement

Status - Under construction.

NIAGARA FALLS

Heritage Homesteads

- Local Roads - 50' R.O.W.  
- 24' pavement
- Collector Roads - 66' R.O.W.  
- 28' pavement

Status - Completed.

WATERLOO

- Local Roads - 0-20 units  
- 50' R.O.W.  
- 28' pavement

WINDSOR

Villages of Riverside

- Local Roads - 0-100 units  
- 52' R.O.W.  
- 24' pavement

Status - Completed and under construction.

## PROPOSED 'INNOVATIVE' ENGINEERING STANDARDS

### (A) STORM DESIGN SYSTEM

## CAMBRIDGE

- roof drains to ground
- foundation drains to dry well
- minor system - 10 year return
- consideration being given to zero increase in run-off

## GLOUCESTER

- roof drains to ground
- foundation drains to sanitary sewer

## MARKHAM

- roof drains to ground
- foundation drains to storm sewer or sump pump to ground
- minor system - 2 year return
- major system - 25 year return

## SAULT STE. MARIE

- roof drains to ground
- foundation drains by sump pump to ground
- minor system - 10 year return
- major system - 100 year return

## VAUGHAN

- roof drains to ground
- foundation drains to "3rd pipe"
- minor storm - 2 yr. return if no foundation connections
  - 5 yr. return otherwise
- major system - 25 year return; house elevations checked for Hazel storm

(B) SERVICE CONNECTIONS

## OAKVILLE

- water - single service
- sanitary - dual service
- sanitary and storm in common trench

## VAUGHAN

- water - dual service
- sanitary - dual service
- water and sanitary in common trench
- sanitary and storm in common trench

## WINDSOR

- water - single service
- sanitary - dual service

(C) ROAD ALLOWANCES

CAMBRIDGE

- Local Roads - 56' R.O.W.  
- 26' pavement
- Collector Roads - 60' R.O.W.  
- 30' pavement

GLOUCESTER

- Local Roads - 50' R.O.W.  
- 24' pavement

MARKHAM

- Local Roads - 59' R.O.W.  
- 28' pavement
- Collector Roads - 76' R.O.W.  
- 42' pavement

MILTON

- Local Roads - 61' R.O.W.  
- 28' pavement
- Collector Roads - 86' R.O.W.  
- 38' pavement

MISSISSAUGA

- Local Roads - 56' R.O.W.  
- 28' pavement

OAKVILLE

- Local Roads - 57' R.O.W.  
(0-100 units - 28' pavement
- Collector Roads - 66'-82' R.O.W.  
(100 + units) - 30' pavement

PETERBOROUGH

Maple Ridge Subdivision

- Local Roads - 57' R.O.W.  
- 28' pavement
- Collector Roads - 70' R.O.W.  
(some) - 32' pavement

SAULT STE. MARIE

- Local Roads - 56' R.O.W.  
(0-150 units) - 28' pavement
- Collector Roads - 66' R.O.W.  
(150 + units) - 28'-36' pavement

VAUGHAN

- Local Roads - no sidewalk - 52' R.O.W.  
- 1 sidewalk - 57' R.O.W.  
- 2 sidewalks - 62' R.O.W.  
- 28' pavement
- Collector Roads - minor - 76' R.O.W.  
- 28' pavement  
- major - 85' R.O.W.  
- 28'-49' pavement

WHITBY

- Local Roads - 60'-66' R.O.W.  
- 28' pavement
- Collector Roads - 66'-86' R.O.W.  
- 28' pavement

WINDSOR

- Local Roads - 50' R.O.W.  
(0-80 units) - 24' pavement
- (80 + units) - 66' R.O.W.  
- 28' pavement
- Collector Roads - 66' R.O.W.  
(150-300 units) - 28' pavement



## V GENERAL CONCLUSIONS

Although the Survey results are by no means a complete picture of the current and future situation on development standards in the province, several general conclusions are apparent from the analysis of the responses received.

1. There is a high awareness among municipalities of the concept of reduced and modified development standards as proposed in the Urban Development Standards study.
2. A majority of the municipalities surveyed have already or are currently considering, modifications in some respect to their normal development standards along the lines of those proposed in the Urban Development Standards study.
3. Although no accurate count has been made, it is estimated that there are approximately 4,100 units built or under construction in the province which employ major reductions in site planning standards.
4. Site planning standards reductions are done mainly on a site by site basis and not as general amendments to zoning by-laws or official plans.
5. Engineering standards changes, except for some individual reduction for road allowances in specific developments, are generally done on a municipality-wide basis.
6. The use of the "zero-lot line" concept is almost always used in conjunction with major reductions to lot size and lot width standards.
7. There appears to be significant use already of storm drainage systems similar to that proposed in the Urban Development Standards study.

8. There appears to be a gradual acceptance among municipalities of reduced road allowance widths for local roads, although the full impact of this will not be felt unless municipalities which are considering reductions do so on a municipality-wide basis.
9. The concept of "dualing" water and sanitary services to individual lots is not widely used or accepted. However, the use of a common trench for lateral services is widely practiced.

## **APPENDICES**



## APPENDIX I

Ministry of  
Housing

Queen's Park  
Toronto, Ontario

November 21, 1977.

Dear

Re: Urban Development Standards - A Detailed  
Site Planning Standards User Survey.

As you probably know, the Ministry of Housing published the report on Urban Development Standards in April 1976. It illustrated how reductions and modifications to certain subdivision design standards could significantly lower housing costs.

Since the publication of the Report, several municipalities have requested examples of subdivision developments using the site planning and engineering standards proposed in the Report. We feel that a compendium of such developments would be useful.

Also, we would like to know if the publication of the Report has influenced municipalities to reduce their site planning and engineering standards.

We have prepared two brief questionnaires which are intended to obtain information related to any recent or proposed subdivision developments in your municipality which employ site planning and engineering standards significantly different from your usual requirements. As well, we would like to know if your municipality has made or is considering any changes to its current site planning and engineering standards as a result of our Report.

We would appreciate you completing the questionnaire on site planning standards. We have requested the City Engineer to complete the engineering standards questionnaire. The questionnaire has been designed so that in most instances simple numbers or brief descriptions should suffice. However, feel



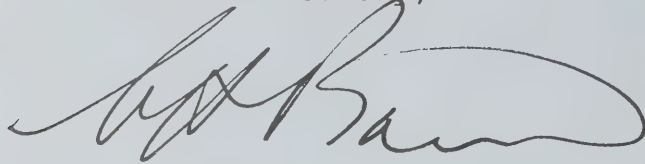
free to elaborate if you feel that this is necessary or useful. Reference to the Urban Development Standards report may be helpful in completing the questionnaire.

Since we may publish the results of the Survey so that it may be used as a reference by municipalities as well as other agencies and interested groups concerned with subdivision design, we are assuming that all the information which we receive may be used in this way.

Your reply to the questionnaire by January 16, 1978 would be appreciated. If you have any questions on the questionnaire, please contact either Gary McAlister, Manager, or Frank Martin, Senior Planner, Programs Section at 965-3938.

Thank you for your cooperation.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'G. Keith Bain', with a large, sweeping flourish at the end.

G. Keith Bain,  
Director,  
Local Planning Policy Branch.

Encl.

## QUESTIONNAIRE

### URBAN DEVELOPMENT STANDARDS - A DETAILED SITE PLANNING STANDARDS USER SURVEY

#### A. EXISTING "CONVENTIONAL" SITE PLANNING STANDARDS

Please complete the following questions on your municipality's existing basic "conventional" planning standards which are applicable to a majority of new subdivision development.

#### 1. MINIMUM LOT DIMENSIONS AND AREAS (Reference: Exhibit 2.9 URBAN DEVELOPMENT STANDARDS)

	<u>FRONTAGE</u>	<u>DEPTH</u>	<u>AREA</u>
. single detached unit	_____	_____	_____
. semi-detached unit	_____	_____	_____
. link unit (average including wider end lot)	_____	_____	_____
. street townhouse unit (average including wider end lot)	_____	_____	_____

#### 2. MINIMUM YARD DISTANCE (From lot line to dwelling) (Reference: Exhibit 2.10 URBAN DEVELOPMENT STANDARDS)

##### Front Yard

. to habitable room (other than living room)	_____
. to living room	_____
. to garage or carport (with sidewalk)	_____
. to garage or carport (without sidewalk)	_____

##### Rear Yard

. to habitable room (other than living room)	_____
. to living room	_____
. lot backing onto an arterial	_____

##### Side Yard

. internal side yards (both sides)	_____
---------------------------------------	-------

- . flankage side yard on \_\_\_\_\_  
a corner lot
- . zero side yard ( ) Permitted ( ) Not Permitted

B. EXISTING "INNOVATIVE" SITE PLANNING STANDARDS

Please complete the following questions on your municipality's existing "innovative" planning standards for several subdivision developments which employ reduced planning standards, as compared to your "conventional" subdivision planning standards.

1. NAME OF SUBDIVISION:
2. STATUS: ( ) Final Approved ( ) Under Construction  
Other (Please Specify)

3. MINIMUM LOT DIMENSIONS AND AREAS

	<u>FRONTAGE</u>	<u>DEPTH</u>	<u>AREA</u>
. single detached unit	_____	_____	_____
. semi-detached unit	_____	_____	_____
. link unit (average including wider end lot)	_____	_____	_____
. street townhouse unit (average including wider end lot)	_____	_____	_____

4. MINIMUM YARD DISTANCE (From lot line to dwelling)

Front Yard

- . to habitable room (other than living room) \_\_\_\_\_
- . to living room \_\_\_\_\_
- . to garage or carport (with sidewalk) \_\_\_\_\_
- . to garage or carport (without sidewalk) \_\_\_\_\_

Rear Yard

- . to habitable room (other than living room) \_\_\_\_\_

- . to living room \_\_\_\_\_
- . lot backing onto an arterial \_\_\_\_\_

Side Yard

- . internal side yards (both sides) \_\_\_\_\_
- . flankage side yard on a corner lot \_\_\_\_\_
- . zero side yard ( ) Permitted ( ) Not Permitted

C. PROPOSED "INNOVATIVE" SITE PLANNING STANDARDS

Please complete the following questions on your municipality's proposed "innovative" planning standards.

- | 1. <u>MINIMUM LOT SIZE</u>                           | <u>FRONTAGE</u> | <u>DEPTH</u> | <u>AREA</u> |
|------------------------------------------------------|-----------------|--------------|-------------|
| . single detached                                    | _____           | _____        | _____       |
| . semi-detached unit                                 | _____           | _____        | _____       |
| . link unit (average including wider end lot)        | _____           | _____        | _____       |
| . street townhouse (average including wider end lot) | _____           | _____        | _____       |

2. MINIMUM YARD DISTANCE (From lot line to dwelling)

Front Yard

- . to habitable room (other than living room) \_\_\_\_\_
- . to living room \_\_\_\_\_
- . to garage or carport (with sidewalk) \_\_\_\_\_
- . to garage or carport (without sidewalk) \_\_\_\_\_

Rear Yard

- . to habitable room (other than living room) \_\_\_\_\_



- . to living room \_\_\_\_\_
- . lot backing onto an arterial \_\_\_\_\_
- Side Yard
- . internal side yard (both sides) \_\_\_\_\_
- . flankage yard on corner lot \_\_\_\_\_
- . Zero side yard ( ) Permitted ( ) Not Permitted

3. Is your municipality considering these proposed "innovative" planning standards because of our report on Urban Development Standards?

yes ( ) no ( )

If yes, what is the status of these proposed standards?

If no, please explain.

Programs Section  
October 1977.



Ontario

## APPENDIX II

Ministry of  
Housing

Queen's Park  
Toronto, Ontario

November 21, 1977.

Dear

Re: Urban Development Standards - A Detailed  
Engineering Standards User Survey.

As you probably know, the Ministry of Housing published the report on Urban Development Standards in April 1976. It illustrated how reductions and modifications in certain subdivision design standards could significantly lower housing costs.

Since the publication of the Report, several municipalities have requested examples of subdivision developments using the site planning and engineering standards proposed in the Report. We feel that a compendium of such developments would be useful.

Also, we would like to know if the publication of the Report has influenced municipalities to reduce their site planning and engineering standards.

We have prepared two brief questionnaires which are intended to obtain information related to any recent or proposed subdivision developments in your municipality which employ site planning and engineering standards significantly different from your usual requirements. As well, we would like to know if your municipality has made or is considering any changes to its current site planning and engineering standards as a result of our Report.

We would appreciate you completing the questionnaire on engineering standards. We have requested the Planning Director to complete the site planning standards questionnaire. The questionnaire has been designed so that in most instances simple numbers or brief descriptions should suffice. However, feel

free to elaborate if you feel that this is necessary or useful. Reference to the Urban Development Standards report may be helpful in completing the questionnaire.

Since we may publish the results of the Survey so that it may be used as a reference by municipalities as well as other agencies and interested groups concerned with subdivision design, we are assuming that all the information which we receive may be used in this way.

Your reply to the questionnaire by January 16, 1978 would be appreciated. If you have any questions on the questionnaire, please contact either Gary McAlister, Manager, or Frank Martin, Senior Planner, Programs Section at 965-3938.

Thank you for your cooperation.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "G. Keith Bain", with a stylized flourish at the end.

G. Keith Bain,  
Director,  
Local Planning Policy Branch.

Encl.

## QUESTIONNAIRE

### URBAN DEVELOPMENT STANDARDS - A DETAILED ENGINEERING STANDARDS USER SURVEY

#### A. EXISTING "CONVENTIONAL" ENGINEERING STANDARDS

Please complete the following questions on your municipality's existing basic "conventional" engineering standards which are applicable to a majority of new subdivision development.

#### 1. STORM DRAINAGE STANDARDS (Reference: Exhibit 2.1 URBAN DEVELOPMENT STANDARDS)

##### Type of System

. method of discharging  
roof drains \_\_\_\_\_

. method of discharging  
foundation drains \_\_\_\_\_

##### Design Criteria

##### (a) Design Storm

. sewer (minor system) \_\_\_\_\_

. surface overflow  
(major system), if  
any \_\_\_\_\_

. initial entry time \_\_\_\_\_

##### (b) Run-off Coefficients

. detached \_\_\_\_\_

. semi \_\_\_\_\_



. link and street  
townhouses \_\_\_\_\_

2. SERVICE CONNECTIONS (From street mains to lot line)  
(Reference: Exhibit 2.3 URBAN DEVELOPMENT STANDARDS)

Dualing

. water yes ( ) no ( )

. sanitary yes ( ) no ( )

Common Trench

. water & sanitary yes ( ) no ( )

. sanitary & storm yes ( ) no ( )

Other (Please explain)

3. ROAD ALLOWANCE WIDTHS (Reference: Exhibit 2.5 URBAN DEVELOPMENT STANDARDS)

	<u>No. of Units</u>	<u>R.O.W.</u>	<u>Pavement Width</u>
. Local Roads	_____	_____	_____
. Collector Roads	_____	_____	_____

B. EXISTING "INNOVATIVE" ENGINEERING STANDARDS

Please complete the following questions on your municipality's existing "innovative" engineering standards for several subdivision developments which employ reduced engineering standards, as compared to your "conventional" subdivision engineering standards.

1. NAME OF SUBDIVISION:

2. STATUS: ( ) Final Approved ( ) Under Construction  
( ) Other (Please Specify)

3. STORM DRAINAGE STANDARDS

Type of System

. method of discharging  
roof drains \_\_\_\_\_  
\_\_\_\_\_

. method of discharging  
foundation drains \_\_\_\_\_  
\_\_\_\_\_

Design Criteria

(a) Design Storm

. sewer (minor system) \_\_\_\_\_

. surface overflow  
(major system), if  
any \_\_\_\_\_

. initial entry time \_\_\_\_\_

(b) Run-off Coefficients

. detached \_\_\_\_\_

. semi \_\_\_\_\_

. link and street  
townhouses \_\_\_\_\_

4. SERVICE CONNECTIONS (From street mains to lot line)

Dualing

- |   |          |         |        |
|---|----------|---------|--------|
| . | water    | yes ( ) | no ( ) |
| . | sanitary | yes ( ) | no ( ) |

Common Trench

- |   |                  |         |        |
|---|------------------|---------|--------|
| . | water & sanitary | yes ( ) | no ( ) |
| . | sanitary & storm | yes ( ) | no ( ) |

Other (Please explain)

5. ROAD ALLOWANCE WIDTHS

	<u>No. of Units</u>	<u>R.O.W.</u>	<u>Pavement Width</u>
.	Local Roads	_____	_____
.	Collector Roads	_____	_____

C. PROPOSED "INNOVATIVE" ENGINEERING STANDARDS

Please complete the following questions on your municipality's proposed "innovative" engineering standards.

1. STORM DRAINAGE STANDARDS

Type of System

- |   |                                            |                |
|---|--------------------------------------------|----------------|
| . | method of discharging<br>roof drains       | _____<br>_____ |
| . | method of discharging<br>foundation drains | _____<br>_____ |

Design Criteria

(a) Design Storm

- |   |                      |       |
|---|----------------------|-------|
| . | sewer (minor system) | _____ |
|---|----------------------|-------|

. surface overflow  
(major system), if  
any \_\_\_\_\_

. initial entry time \_\_\_\_\_

(b) Run-off Coefficients

. detached \_\_\_\_\_

. semi \_\_\_\_\_

. link and street  
townhouses \_\_\_\_\_

2. SERVICE CONNECTIONS (From street mains to lot line)

Dualing

. water yes ( ) no ( )

. sanitary yes ( ) no ( )

Common Trench

. water & sanitary yes ( ) no ( )

. sanitary & storm yes ( ) no ( )

Other (Please explain)

3. ROAD ALLOWANCE WIDTHS

	<u>No. of Units</u>	<u>R.O.W.</u>	<u>Pavement Width</u>
. Local Roads	_____	_____	_____
. Collector Roads	_____	_____	_____



4. Is your municipality considering these proposed "innovative" engineering standards because of our report on Urban Development Standards?

yes ( )

no ( )

If yes, what is the status of these proposed standards?

If no, please explain.

Programs Section  
October 1977.









